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1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
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All letters for publication should be written on one side of the paper only.
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MARRIAGE.

On January 31st, at Dhooli, Thiruvallur, India, JOHN LATHAM ROSE, Major 1st Batt. 1st Prince of Wales Own Gurkha Rifles, second son of Mr. George Rose, Investment N.B., to CONSTANCE JAMES, eldest daughter of the late Mr. Rhodrick McNeill Angus Campbell and Mrs. Campbell, Shanghai, China.

DEATHS.

On February 27th, at Shanghai, P. L. SWANSON, late of H.B.M.'s Post Office, Shanghai, aged 22 years.
On February 27th, at Shanghai, BRENNAN ATKINSON, aged 41 years.

HONGKONG OFFICE: 10A, DES VOGES ROAD CH
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 6TH, 1907.

Mr. HUGH CLIFFORD, whose name has been made more familiar in Hongkong lately by his promotion to Ceylon, wrote for Macmillan's Magazine an article discussing and criticizing the American policy in the Philippines. Manila Americans do not seem to have appreciated the article. Mr. Clifford's view was that it was foolish of the people of the United States to attempt or hope to establish among a Malay people a republican form of government, with republican ideals. He declared that the Americans in the Philippines were "chasing a phantom hope which flew in the face of all experience, and that the end must be defeat and disaster." He further expressed the opinion that the only reasonable policy in such a place and with such conditions would be to hold and administer the country as a Colony pure and simple. One American critic of the article admits that this would be easier to do than what they are attempting, by which we feel inclined to read that he means also it would be more expedient and practicable; but there are reasons why he should denounce and repudiate the

Clifford system of governing Malays. These reasons are, as we shall try to indicate, mainly of the nature of shibboleths; but first it is convenient to point out how much handicapped is the impartial and unbiased mind that seeks to contemplate such a question. It is so much more easy to side either with Mr. HUGH CLIFFORD or with the *Manila Times*, because the really impartial outlook, as exemplified in the case of a student of history in the broad mass, cannot but be academic and unsatisfactory. It is easier to be a partisan than a philosopher, and the former is always more popular. The first aspect of such a discussion that meets the mental eye of a student of history familiar with the effects and non-effects of the contact of civilization and barbarism, of ideals and practices, evokes memories of the school laboratory. Those chemical experiments that occasionally would "come out right" nearly always made a stink, and sometimes nearly blew up the enthusiastic "messenger," as his less scientific contemporaries called him. The same may be said of most efforts, consciously directed, to civilize a people of vastly different constitution to the volunteer reformers. The experimenters in China have met with both smells and explosions, and no fusion can be said to have so far "come out right." So with India and Africa, and tell it not in the *Manila Times*—with America. Mr. HUGH CLIFFORD and his kind are "messengers," as are the American flauters of "the inalienable rights of man," only in a less degree. To none of them does success come as it is dreamed of. But on the whole—and if this be partisan-ship, we cannot help it—we are inclined to think that Mr. HUGH CLIFFORD has a better case than his critics have. The *Manila Times* particularly, makes answer in a manner fatally susceptible to analysis. To follow the advice of British critics of American administration in the Philippines, "we would need," urges that journal, "to renounce our traditions, strangle our Constitution, and do violence to every political principle fundamental in our national life." But yes, and has that never been done? In America the tradition that all men were created equal was renounced some time ago; at least, so the Chinese and Negroes tell us. In America the Constitution is often strangled, so good Americans have declared. And in America, fundamental politics have suffered violence frequently, unless American newspapers do lie. Hence there is something strangely unconvincing in passages such as this:

"We are not yet ready to desert all those glorious doctrines embodied in our Constitution and our Declaration of Independence or to forever that divine principle blasphemed forth in the torch of the Goddess of Liberty. In humbler phrase, the tail is not big enough to wag the dog. We are not prepared to let the Philippines run the United States, and even at the risk of making a failure of our experiment in granting a republican form of government to an oriental people, we shall still hold fast to our heritage and history as a nation and to these principles of popular government of which we are the foremost exponents. We are not yet ready to assassinate the sublime injunction imposed upon us to see that government of the people, by the people, and for the people, shall not perish from the earth."

That sort of thing sounds fine, but, as our cousins say, "it cuts no ice." If that blessed formula "government of, by, and for the people" means anything, it means that every distinct people shall follow its own preferences, and the fundamental policy of America, as modernly illustrated, is to interfere like other Imperialistic nations with national preferences. Though this unctuous critic does not realize it, it is in essence less tyrannical—to conquer and rule a people than to conquer and force a people to rule themselves on the conqueror's pattern. One is injury; the other is injury plus insult. It is transparent hypocrisy to say to any people, "we being kind and tolerant, will leave you to rule yourselves as soon as you show signs of knowing how to do so in our way." Manhood is less degraded when told "we, being stronger, mean to rule you as we think best for us and you." There seems less shame in being shown that one's physique is inadequate than in being told that one's intellect is inferior. This is the point of view that sent the martyrs to their deaths. It scarcely needs proving. The *Manila Times* cited India, with its "people sullen and discontented," as a proof that Mr. HUGH CLIFFORD's opinion was wrong, so it is not unfair to point to America to show that the Constitution is waste-paper preserved only by a few sentimentalists, and that its equality and inalienable rights are as much disregarded as the average pulpit oration. If the Philippines Republic of the future is no greater success than that of the United States, as viewed from the platform of the lovers of truth and liberty, then the

less hushing "messengers," who have been satisfied to retain monarchies and other old-fashioned things and ways, need never feel chagrin for their own backwardness. If none preached Buddhism but those who have become Mahatmas, the unregenerate would be saved a good deal of worldly nuisance. The people with the noblest Constitution in the world are like others less gifted, still wandering through an imperfect world of illusion and disappointment. Utopia is not yet, not even in the wide area between San Francisco and New York. We miss it less, however, in the places where it is not the subject of so much cant and ranting. Wise Americans like Mr. L. CLEMENS do not grieve over the failure to achieve the ideal. That was only to be expected. They do, however, blush for their compatriots who persist in calling outside attention to it by their Pecksniffian protestations.

We have received the calendar of the Hongkong College of Medicine for 1907. The long session opened on the 4th inst, and on July 27th. The examinations begin in August.

Captain C. V. Lloyd, who for many years commanded the river steamer *Hankow* which was destroyed by fire during his absence at Home on leave, has been given the command of the *Futaba*.

A correspondent asks us to call the attention of the Sanitary Board to an alleged nuisance caused by defective drains in some property behind the Wesleyan Chapel at Waglan. Doubtless this will secure the investigation desired, but if not, "Public Health" should write direct to the Board.

Under the heading "Boudoir Secrets," the *Free Lance* gives this "recipe":—"An Excellent Wash for the Mouth is made by dissolving 12 drachms of three-starred cognac in 1 gill of common soda-water. At the last moment add 2 drachms of three-starred cognac. Use to taste, drink well, and have another."

A Chinese Imperial Decree dated February 25th says:—"We have received a memorial from Chou Fu, Viceroy of the two Kwang provinces, reporting the illness of Lia Yang-fu, Major-General commanding the Military Circuit of Shihai, province of Kwangtung, and asking that he be permitted to resign his post. The request is granted and Pan Shu-yu is appointed Major-General of the above named Circuit."

Lui Ching-tang of Toko Island has been prospering in the liquor traffic of late, but on Monday the police raided his shop and secured seven large samshu jars, three of which were full of wine. Lui was charged before Mr. Malbourne at the Police Court yesterday with selling samshu without a licence, found guilty and fined \$50, the alternative being three months' imprisonment.

Miss Ellen Terry must have set the Western states "by their ears" when she left England for America on January 12th. Before the ship cleared the pier she was interviewed and said:—"I expect to remain three months. This will not be my farewell tour, as I intend to revisit America frequently. We will not leave the civilized part of America on the present tour—that is, we will go no farther west than Chicago or farther south than Washington."

The fire brigade responded to an alarm of fire at about 7.30 o'clock yesterday morning from No. 226 Des Voeur Road Central. The outbreak was found to be on the verandah of the second floor of the house, where a quantity of cotton and matting was stored, and is said to have occurred through one of the inmates throwing a lighted cigarette on the matting. Little damage was done, however, and after half an hour's work the firemen were able to leave the scene.

An amendment to the address to the throne brought forward in the House of Commons suggesting that the British Colonies should bear a larger share of Imperial defence gave Mr. Balfour an opportunity to deliver a speech couched on the loftiest plane. He urged the impossibility of a strict debt or creditor account between the Motherland and her Colonies, which glory in the support of the empire. Mr. Balfour proffered voluntary assistance from the Colonies in emergencies. Great Britain was likely to obtain more by trusting to the voluntary patriotism of the Colonies than by any rigid arrangement. The amendment was withdrawn.

The Russian authorities have transferred to the Japanese Red Cross Association the whole of the buildings and the land used by them for hospital purposes during the siege of Port Arthur. On the 10th ult. the ceremony of opening the institution took place, and is said to have been a very brilliant affair. Over three hundred local members of the Society have been enrolled. This is certainly a most gracious act on the part of Russia, says the *Japan Mail*, it deserves to be loudly commended.

We elsewhere announce the death at Shanghai on February 27th of Mr. Bronson Atkinson. Mr. Atkinson, who had been ill for some time, was forty-one years of age. His father Mr. John Atkinson had charge of the Loongwha Powder Mills some thirty years ago. The deceased gentleman started his career as an architect and civil engineer about twenty years ago, when he joined Mr. Thomas Kingsmill. In 1894 he started business on his own account, being joined four years later by Mr. Arthur Dallas. Messrs. Atkinson and Dallas soon became one of the best known firms of architects in the Far East. Mr. Atkinson leaves a widow and several children, with whom deep sympathy will be felt by his large circle of friends. He was a prominent Mason.

THE BANDMANN COMEDY COMPANY.

One of the most successful reproductions in the extensive repertoire of the Bandmann Comedy Company is undoubtedly J. M. Barrie's "Admirable Crichton." As performed last night, it was an artistic success, in which the chief part was taken by Mr. Claudio King with his accustomed excellence. The piece was an interesting study, admirably played, and the audience was unstinted in its appreciation. H. E. the Governor, the Duke and Duchess of Manchester, and Sir Nathaniel Nathan were present.

THE STRANDED "HONGKONG."

Yesterday afternoon Captain Groves returned to port from the wreck of the s.s. *Hongkong* near Hainan Head. The captain left for the scene of the wreck on the French cruiser *Alger* on February 28th and reports that on arrival there was a sale of wind and very thick weather. The cruiser first passed the scene of the wreck and went to Hailow where information was gained that the ship was intact. At Hailow junks were engaged and towed to a safe anchorage eight miles from the position of the stranded steamer where the salvage gear was discharged into lighters. When the steamer *Hailow* arrived on the scene the French cruiser ceased operations after discharging the salvage gear provided by the Dock Co. The wrecked steamer appears to be perfectly upright, but the heavy weather prevailing has washed her higher on the beach, and unless more favourable circumstances prevail, prospects of refloating her are remote.

CANTON.

(FROM OUR CORRESPONDENT).

Local authorities received cablegrams from Peking stating that Fu Ching (Maucha) has been appointed Lieutenant General of the Manchou Army of Kwangtung. He is expected to arrive here in a fortnight. There have always been two Lieutenant-Generals in the Manchou Army here.

W. WOOD-CANTON RAILWAY SHARES.
Tao-tai Wen Chao-Tao, Director of the Chinese Imperial Telegraph Office in Hongkong, has been authorized by His Excellency Chou Fu to invite the Chinese merchants in Hongkong to subscribe for shares of the Kowloon-Canton Railway Company. Wen Tao-tai left for your port yesterday.

GOVERNMENT CONTRACTS.
I reported to you in a previous letter that the local engineer, Chan Lun Tai, who contracted with the Chinese Government for the reclamation of the Ho Pak new land had failed to carry out his contract in a satisfactory manner in consequence of which failure the authorities seized all his properties. The contractor was afterwards arrested and imprisoned. It is now reported that after investigation of the accounts it was discovered that a sum of over \$200,000 had been paid to the contractor for work which was badly done and not in accordance with the specifications attached to the contract. The Government has terminated the contract and will imprison the contractor until the amount is paid up. Owing to this, the reclamation work was stopped. It is said that a foreign Consul-General here recommended Messrs. Purnell and Paget to the Chinese Government to take up the contract and complete the work. Mr. W. Dauby, who is reported to have obtained the contract for the building of the bridge here, will probably succeed in obtaining the contract for the reclamation of the Hoam land, which is also a gigantic piece of work. The Chinese people here are pleased to hear that these large contracts will all be in the hands of European architects and trust that sound material and good workmanship will result. Completion at an early date is anticipated.

NO HOLIDAYS.

It is rather surprising to hear that the officials and employees of the gun and powder factory had no New Year holidays this year. It appears that the Government had ordered a new equipment of fire arms on all the gunboats, and instructions were given on the 27th day of the 12th moon to retain all the labourers and give them double pay. The work has not been completed yet.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

AN UNNECESSARY RESIGNATION.

LONDON, March 5th.
Six Alexander Swettenham has resigned the governorship of Jamaica.

"VIVE LA—"

LONDON, March 5th.
The Duma opens to-day.

INTERNATIONAL FOOTBALL.

LONDON, March 5th.
Wales has beaten Scotland by a goal to nil.

AMERICAN POLITICS.

LONDON, March 5th.
Senator Spooner has resigned.

NAVAL CHANGES.

LONDON, March 5th.
The following promotions are announced:—Wilson, Fleet Admiral; Wales and Aldrich, Admirals; Poor, Vice-Admiral; and Reynolds, Rear-Admiral.

(According to the latest Navy List in our possession, Sir A. K. Wilson has been Commander in Chief of the Channel Fleet for exactly two years. (R.H. The Prince of Wales has been a Vice-Admiral for four years. Vice-Admiral Pelham Aldrich gets his stop after three and a half years. Sir Richard Poor became a Rear-Admiral in 1893. Captain H.C. Reynolds has waited nearly ten years for his flag.)

"DAKOTA" A TOTAL LOSS.

STRANGE STORY BY EYE-WITNESS.

TOKYO, March 5th.
The s.s. *Dakota* is now regarded as a total loss. The crew and the mails have been landed. The captain of a Japanese steamer following the *Dakota* says that at the time she struck that afternoon the weather was fine, and he was much surprised by the course taken by the liner. He was watching her when she struck the reef, and saw her plunge over until her bow was submerged and her stern high in the air. It is admitted that that part of the coast is dangerous to shipping. It has been the scene of two previous disasters.

LATER.
The *Dakota's* passengers have arrived at Yokohama.

[REUTER'S SERVICE.]

THE UNITED STATES.

LONDON, March 3rd.
The Lower House of California has passed a Bill precluding aliens from holding land in California for upwards of five years.

THE SCULLING CHAMPIONSHIP.

LONDON, March 3rd.
Towns has defeated Durnan in the sculling championship, by two lengths.

THE WRECK OF THE "JEAN BART."

LONDON, March 3rd.
The French cruiser "Jean Bart" is regarded as a total loss; only the armament is likely to be saved. The crew will be distributed among other vessels.

RUSSIA.

LONDON, March 3rd.
Baron Budberg, a member of the Russian Council of the Empire, while driving in Reval, was attacked by six men. The Baron and his servant were killed and the coachman wounded.
The chief of the Trans-Caucasian railway at Tiflis has been shot dead in the streets. The elections show, 439 Dumaists, and 311 Oppositionists.

[N.C. Daily News Service.]

A ROYAL TOURIST.

TOKYO, February 26th.
Prince Leopold of Saxe-Coburg Gotha has arrived at Seoul.

POLITICS IN JAPAN.

TOKYO, February 26th.
A Parliamentary crisis seems inevitable. Count Katsura (the late Premier) declares that the Opposition will oppose such an imprudent measure as the County System Bill to introduce which advantage had been taken of the national unity required to carry through the post-bellum programme.

DIPLOMATIC APPOINTMENTS.

TOKYO, February 26th.
Mr. Uchida, lately Minister at Peking, has been appointed Ambassador at Vienna.
Mr. T. Kohira, lately Minister at Washington, has been appointed Ambassador at Rome.

ALLEGED LARCENY OF TOBACCOES.

C. H. Kane, shipping clerk, and Ho Kwai, tallyman, were arraigned on charges of stealing 100 cases of "Egyptian Delight" tobacco valued at \$750; four cases of "Three Castles" cigarettes valued at \$1,700; and one case of "Pirats" cigarettes valued at \$175, the property of the British American Tobacco Co.

Mr. M. J. D. Stephens prosecuted, Mr. J. H. Gardiner (of Mr. O. D. Thomson's office) appeared for the first defendant, Mr. R. Harding for the second defendant, while Mr. P. W. Goldring (of Messrs. Goldring and Barlow) watched the proceedings on behalf of others concerned.

Mr. A. Harrison, manager of the Hongkong branch of the British American Tobacco Co., stated that the Company had a godown at No. 6 Cross Lane, Wanchoi. The keeper of this godown had since absconded. On February 28th witness did not issue any order for four cases of "Three Castles" cigarettes in favour of the B.G.A. The four cases of "Three Castles" cigarettes seized by the police formed part of a case of twelve which arrived here two or three years ago. No part of that shipment had been sold and the twelve cases were still intact in the Company's books. Witness handed the first defendant a delivery order for 100 cases of "Egyptian Delight" tobacco on the Hongkong Wharf and Godown Co. and told him to pass such order on the second defendant with instructions to transport the goods to West Point. The first defendant was further instructed to fix a time with the second for the burning of this tobacco, and that he was to remain there until the tobacco was burned. Such brands of tobacco were never sold in South China or the Philippines by the British American Tobacco Co., but were always destroyed. The first defendant returned at 5 p.m. on the evening of the day when such instructions were issued, and said he had seen the tobacco burned, and a bill was duly presented by the second defendant for the cost of petroleum said to have been used in the burning of the tobacco.

After further evidence was heard regarding the brands of exhibits the case was adjourned.

ALLEGED ROBBERY WITH VIOLENCE.

Before Mr. F. A. Hazelle, First Police Magistrate, at the Police Court yesterday afternoon, Pan Tsang was indicted on the charge of robbery with violence.

Wan Kan, a small Chinese boy in the employ of Mr. Coster of No. 1 Lockhart Terrace, Kowloon, stated that on the afternoon of February 1st he was alone in his master's house, the houseboy having gone to Hongkong to procure provisions. During his absence, in response to a knock at the door, witness opened it and defendant entered. He was wearing a European cap and a pair of spectacles. Defendant asked for the houseboy, but was told he was not at home. He then wished to know what time he would return and witness said about three o'clock. Defendant then went away, but shortly afterwards returned, and on being admitted asked for the keys. Witness said the houseboy had taken them, whereupon defendant took the key out of the kitchen door and tried to open the boy's door. The key, however, would not fit the lock, so defendant seized witness and said:—"Find the boy's keys for me. If you do not I will stab you to death with a knife." Defendant then tied his hands and feet with string, lashed him to a settee and tied a thick quilt over his head after which he went out of the room and looked the door. Witness then heard the glass of a window being broken and shortly afterwards managed to shake the quilt off his head, but the defendant returned again and covered him, saying that if he tried to escape he would be stabbed to death. Witness then heard sounds as of boxes being broken open, and when everything was quiet he managed to remove the quilt which covered him, after which he bit off his garters strings. Then he managed to open a sliding window, get through and go to the front door, which he opened, and found two coolies waiting there, one of whom untied his hands. About a month afterwards defendant entered the house, but witness was afraid to tell the houseboy in his presence that he was the man who had tied him up. When defendant left the house, witness told the houseboy his story, as a result of which defendant was arrested.

DAYS OF THE COLLEGE ATHLETE.

Of the 807 Yale athletes who have been specialists in rowing, football, baseball and track sports in the last fifty years only fifty-eight are dead. The death-rate for the whole body of men who have been Yale students since 1855 is almost twice as great. This is the substance of William G. Anderson's statistical refutation of the occasional assertion that the college athlete wins his laurels at the cost of a life made shorter by the strain of physical competition.

Similar results were obtained more than a year ago from a study of Harvard rowers. They do not settle the question as to whether the longevity of the physically active students comes from their superior physical development or from their original strength of constitution. Men picked for university teams are inevitably of a select class.

Eighteen of Yale's dead athletes had been members of the crew. But this follows from the fact that rowing is by far the oldest established sport at the college. In point of average years of life greatest mortality is shown among the football players, the oarsmen coming next, the track man third and the baseball contingent last.

Such statistics as these must encourage students who glory in strength and dexterity both for their own sakes and for the college. An individual case will now and then arise like that of Stangland, the Columbia captain, who had to retire because of a heart enlargement. The inference that athletic predominance in college necessarily means physical perversity seems to be stamped by the mortality figures as an empty generalization.—*New York World*.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, and should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

KOWLOON CANTON RAILWAY.

BRITISH SECTION.

TENDERS will be asked for shortly for carrying on certain works in connection with the construction of the above Railway near Kowloon. Experienced Contractors wishing to tender should communicate with the Chief Resident Engineer at No. 4, Austin Avenue, Kowloon, who will give any information required about the work.

Hongkong, 6th March, 1907. 520

WANTED.

A GODOWN in Central District, 1 and 1-1/2 Street preferred.

Apply by letter to—

"T. C."

Care of "Daily Press" Office.

Hongkong, 6th March, 1907. 521

FOR SALE.

THE PROPERTY "DERINGTON" with Extensive Garden, Peak Road.

Apply to—

MEYER & Co.

Hongkong, 6th March, 1907. 522

TO LET.

FROM THE 1st APRIL.

ONE LARGE AIRY ROOM with Front and side Verandahs, with Gas and Water laid on, in a Central Position.

For further particulars and terms apply to—

W. S. & Co.

Care of "Daily Press" Office.

Hongkong, 6th March, 1907. 523

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY ANNUAL MEETING of Shareholders will be held in the CITY HALL, on WEDNESDAY, the 20th March, at 12.15 P.M. for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 20th March, both days inclusive.

EDWARD OSBORNE, Secretary.

Hongkong, 6th March, 1907. 524

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG & KOWLOON WHARF & GODOWN CO., LTD., will be held at the CITY HALL, Victoria in the Colony of Hongkong, on WEDNESDAY, the 20th day of March, 1907, at 12.30 o'clock in the afternoon, when the following resolutions will be proposed:

1. That the following alterations be made in the Articles of Association of the Company:—
 - (a) The words "person for the time being in charge of the business of" be inserted between the word "Manager" and the word "or" in the 4th line of Article No. 60.
 - (b) That the words from and including "The Senior" in the second line of Article No. 70 down to and including the words "if willing to act" in the 4th line of Article No. 70 be eliminated and the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.
 - (c) That the words from and including "The Senior" in the first line of Article No. 71 down to and including the words "so long" in the third line of Article No. 71 be eliminated and the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall so long" be inserted instead.
 - (d) That the words "or the Corporation be represented" be inserted between the word "he" and the word "be" in the second line of Article No. 78.
 - (e) That the words "or the Corporation be represented" be inserted between the word "he" and the word "be" in the first line of Article No. 82.
 2. That the above Resolution making the above changes in the Company's Articles shall come into force and take effect from and including the 1st day of May, 1907.
- Should the above Resolutions be passed by the required Majority they will be submitted for confirmation at a Special Resolution to a second Extraordinary Meeting which will be subsequently convened.
- Dated the 5th day of March, 1907.
- By Order,
- E. OSBORNE, Secretary.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"TAITAN."

Captain J. S. Roach, will be despatched for the above Ports on FRIDAY, the 6th inst., at 10 A.M.

For Freight or Passage apply to

DOUGLAS, LA FRAIK & Co., General Managers.

Hongkong, 5th March, 1907. 519

CHINA COMMERCIAL S.S. COMPANY.

NOTICE.

THE Steamer "MARIE" will be despatched for SALINA CRUZ, MEXICO, VIA MOJI, JAPAN, on MONDAY, the 25th March, 1907.

For Freight or Passage, apply to

CHINA COMMERCIAL S.S. Co., Hotel Maussion.

Hongkong, 6th March, 1907. 526

NOTICES OF FIRMS

NOTICE.

I have This Day authorised Mr. CURMALLY HASSUN to Sign my Firm.

E. PABANEY.

Hongkong, 28th February, 1907. 475

NOTICE.

MR. HERBERT RICHARD BUDD HANCOCK is This Day authorised to SIGN the name of our Firm.

SHEWAN, TOMES & Co.

Hongkong, 15th February, 1907. 490

PUBLIC COMPANIES

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-EIGHTH ORDINARY MEETING of Shareholders will be held at the Office of the Undersecretary at 11 A.M., TO-MORROW (THURSDAY), 7th March. The TRANSFER BOOKS of the Company will be CLOSED from the 21st February to the 7th March, both days inclusive.

JARDINE, MATHESON & Co., General Managers.

Hongkong Fire Insurance Co., Ltd.

Hongkong, 11th February, 1907. 385

THE CHINA FIRE INSURANCE CO., LIMITED.

THE THIRTY-EIGHTH ORDINARY MEETING of Shareholders will be held at the Company's Office, No. 8, Queen's Road Central, Victoria, TO-MORROW (THURSDAY), 7th March, 1907, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to the 7th March, both days inclusive.

By Order,

GEO. L. TOMLIN, Secretary.

Hongkong, 8th February, 1907. 382

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-FOURTH ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, the 13th March, 1907, at 11 A.M. for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1906, and electing a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 20th March, both days inclusive.

EDWARD OSBORNE, Secretary.

Hongkong, 1st March, 1907. 492

THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SPECIAL RESOLUTIONS altering the Articles of Association and providing for the Sub-division of each of the existing Shares of £10 each in the Capital of the Company into Two Shares of £5 each fully paid, and which is a Preferred Ordinary Share and the other a Deferred Ordinary Share having been duly passed, the Sub-division came into effect on and from the 1st of January, 1907.

Shareholders are now requested to send to the Share Certificates for the Shares which stood in their names on the Register on the 31st December, 1906, in order that they may be cancelled and the corresponding Certificates for Preferred Ordinary Shares and Deferred Ordinary Shares may be issued to them in exchange in due course.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 28th February, 1907. 480

INTIMATIONS

THE SHU ON Steamship Company, Ltd. of No. 8, Queen's Road West, Victoria, Hongkong, HEREBY GIVE NOTICE that they have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act 1894, in respect of the Ship "KWONG CHOW" of Hongkong, Official No. 109,889 of Gross Tonnage 923.91 tons, Register Tonnage 506.78 tons, heretofore owned by the said SHU ON Steamship Company, Ltd. for permission to CHANGE HER NAME to "KWONG SAI" and to have her registered in the New Name at the Port of Hongkong as owned by the said SHU ON STEAMSHIP CO., LTD.

All objections to the proposed change of Name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this Advertisement.

Dated at Victoria, Hongkong, the 1st day of March, 1907. 502

NOTICE TO MARINERS.

No. 283 (Special).

CHINA SEA.

SHANGHAI-NINGPO DISTRICT.

TONKING ISLAND LIGHT EXHIBITED.

REFERRING TO NOTICE TO MARINERS No. 280 (Special), Notice is HEREBY GIVEN that the Light on Hoanghai Island was EXHIBITED for the first time at Sunset on the 23rd February, 1907.

The Illuminating apparatus is dioptric of the Fourth-Order and gives four white Lightning Flashes in quick succession every 20 seconds. The power of each flash is about 24,000 candles. The Light, which is situated on the summit of the Island and is visible all round, is elevated 130 feet above the level of the sea and should be visible in clear weather at a distance of 13 nautical miles.

The Tower is 13 feet high, with a total height from base to lantern of 28 feet.

The Tower and buildings are painted White. In thick or foggy weather a second class single arc red Fog Horn will be sounded giving a blast of approximately 2 seconds duration every 2 1/2 seconds.

Position:—

Latitude, 29° 51' 53" N.

Longitude, 123° 35' 24" E.

CAUTION.—It should be noted that a Second class Single Note Red Fog-horn has not the power of a 1st class Siren.

T. J. BURIDGE, Acting Coast Inspector.

Coast Inspector's Office, Shanghai, 25th February, 1907. 503

AUCTIONS

PUBLIC AUCTION.

THE Underigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE ESTATE OF CAPTAIN FRANK WARRER, R.A. DECEASED, TO-DAY (WEDNESDAY), the 6th March, 1907, at 11 A.M., at their SALES ROOMS, No. 8, Des Vaux Road, (Corner of Ice House Street),

THE GOODS AND CHATELAINS, Consisting of:—

TRAVELLING BAGS AND TRUNKS, CLOTHING, CHEST-OF-DRAWERS, WASHSTAND, BOOKS, &c., &c., &c.

One GENT'S BICYCLE and One 12-Bore FOWLING PIECE.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 2nd March, 1907. 495

C. DE M. C. VIEIRA-RIBEIRO, Auctioneer.

FAVOURER with instructions, will sell by PUBLIC AUCTION, TO-MORROW (THURSDAY), the 7th March, 1907, at 2.30 P.M., at his SALES ROOM, No. 8, Queen's Rd. Central, A QUANTITY OF HOUSEHOLD FURNITURE and MISCELLANEOUS GOODS, (Particulars from Catalogue).

TERMS.—As usual.

Hongkong, 5th March, 1907. 517

BY ORDER OF THE MORTGAGEE

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to sell by Public Auction On MONDAY, the 11th day of March, 1907, at 3 o'clock in the afternoon, at his SALES ROOMS, No. 8, Duddell Street, THE FOLLOWING VALUABLE LEASEHOLD PROPERTY Situate at KOWLOON TONG in the New Territory in the Colony of Hongkong viz:—

- (1) All that piece or parcel of Ground situate at Kowloon Tong in the New Territory in the Colony of Hongkong and registered in the Land Court as Lot Number Four hundred and two of Survey District No. 4. Area 2.35 acres. Annual Crown Rent \$7.05.
 - (2) All that piece or parcel of Ground situate at Kowloon Tong aforesaid and registered in the Land Court as Lot Number Four hundred and thirteen of Survey District No. 4. Area 5.19 acres. Annual Crown Rent \$14.07.
- Aggricultural Crown Leases have been granted in respect of both Lots.
- For further Particulars and Conditions of Sale, apply to
- Messrs. GOLDBRING & BARLOW, 10, Queen's Road Central, Solicitors for the Mortgagee, or to
- MR. GEO. P. LAMBERT, Auctioneer.
- Hongkong, 28th February, 1907. 472

PUBLIC AUCTION.

THE Underigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On MONDAY, the 11th March, 1907, at 5 P.M., at AN KING'S SLIPWAY, Wanchai, The Racing Yacht "JOAN" (date "HIBERNIA").

Well kept up in complete RACING TRIM, with three MAINSAILS, MOORINGS, &c. Winner of 30 Points this season and of last season's Championship.

The Racing Yacht "ASTHORE," Built by the Dock Co. will be kept up in complete RACING TRIM with two MAINSAILS, SPARE JIBS, &c.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 5th March, 1907. 518

BY ORDER OF THE MORTGAGEE

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to sell by Public Auction On THURSDAY, the 14th day of March, 1907, at 3 P.M., at his SALES ROOMS, Duddell Street, THE FOLLOWING VALUABLE LEASEHOLD PROPERTY Situate at SHAMKUIWAN in the Colony of Hongkong viz:—

All that piece or parcel of Ground situate at Shamkuiwan aforesaid registered in the Land Office as SHAMKUIWAN INLAND LOT No. 10 Together with all Erections and Premises (if any) thereon. Area 15,289 square feet or thereabouts.—Term 75 years, created by an Indenture of Crown Lease dated the 31st day of July, 1902. Crown Rent \$38.00.

For further Particulars and Conditions of Sale, apply to

Messrs. JOHNSON, STOKES & M' TEE, Solicitors for the Mortgagee, or to

MR. GEO. P. LAMBERT, Auctioneer.

Hongkong, 27th February, 1907. 462

FOR SALE

FOR SALE.

A MINATURE GRAND PIANO by KNAKE, with Tinned Case Complete. A very good Instrument, thoroughly Seasoned, excellent Tone, and in first rate order.

Apply to—

LIEUT.-COL. ATKENS, 119th Infantry, Kowloon.

Hongkong, 5th March, 1907. 516

FOR SALE.

CRUISING YACHT, "DOROTHY," equipped; new sails last November.

Apply—

J. HASTINGS, 38, Queen's Road Central, Hongkong, 28th February, 1907. 469

NOW ON SALE.

THE DIRECTORY AND CHRONICLE FOR 1907.

Complete Edition ... \$10.00

Small ... 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

ENTERTAINMENT

THEATRE ROYAL THE BANDMANN COMEDY COMPANY.

22 LONDON ARTISTES 22

LAST TWO NIGHTS!

TO-NIGHT (WEDNESDAY), MARCH 6TH,

ALL OF A SUDDEN PEGGY.

TO-MORROW (THURSDAY),

RAFFLES.

PRICES OF ADMISSION: \$3, \$2 AND \$1.

Plan now open at MOUTRIE & Co.

Doors open 8.30 P.M. Commence at 9 P.M. Sharp

Hongkong, 28th February, 1907. 465

Come and inspect

Our Special Varieties of

ARTISTIC VIEW POSTCARDS

ALL KINDS OF FOREIGN POSTAGE STAMPS, ALBUMS AND OTHER

PHILATELIC GOODS

AT PRICES TO SUIT ART BUYERS.

GRACE & CO., Hongkong Hotel Corridor.

Hongkong, 1st January, 1907. 128

TO LET.

IMMEDIATE POSSESSION.

WELLBURN, No. 81 the PEAK.

Apply to—

JAVACHINA-JAPAN LIJN, York Buildings.

Hongkong, 22nd January, 1907. 254

TO LET.

No. 2, MACDONNELL ROAD.

Apply to—

COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 3rd June, 1905. 97

TO LET.

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Possession from 1st March next. Five Rooms and Tennis Court. Rent \$125 per month including taxes.

Apply to—

"LYERMOON" Care of "Daily Press" Office.

Hongkong, 21st January, 1907. 241

TO LET.

No. 1, WEST END TERRACE, Shamien Canton.

Apply to—

HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st March, 1907. 91

TO LET.

2 FOUR-ROOMED HOUSES at Praya East, near East Point.

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JARDINE, MATHESON & Co. Hongkong, 3rd January, 1907. 137

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IMMEDIATELY, the Capacious Premises on the Ground-floor of No. 2, PEDDER STREET, at present occupied by Messrs. Harris & Co., Ltd.

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GILMAN & Co. Hongkong, 23rd January, 1907. 260

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A HOUSE in WONG NEI CHONG ROAD. GODOWNS IN PRAYA EAST.

A HOUSE in OLETON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st March, 1907. 191

TO LET.

No. 1, "ORMSBY VILLAS."

No. 3 and 5, OMSBY TERRACE, Graville Road, Kowloon. Moderate Rentals.

Apply to—

SPANISH PROCUROTOR. Hongkong, 4th March, 1907. 504

TO LET.

No. 2, WYNDHAM STREET.

Apply to—

E. A. & C. F. DE CARVALHO, 14, Arbuthnot Road.

Hongkong, 28th February, 1907. 471

TO LET—FURNISHED.

9, KNOTSFORD TERRACE, Kowloon.

For Twelve Months with use of Tennis Court, from 1st May or earlier. Rent reasonable.

Apply at the House.

Hongkong, 4th March, 1907. 500

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No. 28, LEIGHTON HILL ROAD.

Immediate Possession.

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Apply to—

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Hongkong, 4th February, 1907. 338

TO LET.

No. 2, HOLLYWOOD ROAD.

Apply to—

ARRATON V. APCAR & Co., 45, Wyndham Street.

Hongkong, 2nd March, 1907. 491

TO LET.

NOS. 27 and 31, SEYMOUR ROAD.

4 New Houses in KENNEDY ROAD, near Wan Chai.

Nos. 4 and 6, HIGH STREET.

Nos. 30 & 31, GODOWN PRAYA EAST.

Apply to—

SAM WANG CO., LTD., 81, Queen's Road Central.

Hongkong, 13th November, 1906. 103

TO LET

TO LET

2ND FLOOR of No. 6, ICE HOUSE STREET; Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—

TATA & Co.

Hongkong, 24th December, 1905. 105

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st March, 1907. 92

TO LET.

IN ALEXANDRA BUILDINGS Small Office on Second Floor.

Apply—

SECRETARY, A. S. Watson & Co., Ltd.

Hongkong, 4th January, 1907. 150

OFFICE TO LET.

ONE ROOM in PRINCE'S BUILDINGS from 1st February. Rent \$50 per month.

Apply to—

REUTER, BROCKELMANN & Co., Prince's Buildings.

Hongkong, 29th January, 1907. 299

TO LET.

"GLENWOOD" CAUSE ROAD, suitable for a boarding-house or Club.

No. 73, WYNDHAM STREET.

"BANGOUR" PRAY.

BUNGALOW (furnished) at New Territory.

Kowloon, 4 Rooms, Low Rental.

BEACONSFIELD ACADE, Fine Shops

Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL.

Top Floor, over Caldwell MacGregor.

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"WESTBOURNE VILLA NORTH," Bonham Road.

TO LET OR FOR SALE.

NEW HOUSE on MOUNT KELLET, Five Rooms, on Rural Building Lot No. 117.

Apply to—

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Hongkong, 2nd November, 1906. 102

TO LET.

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FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALED.

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Hongkong, 30th July, 1906.

LADY TYPIST, able to write shorthand. Reply stating speed & previous experience, salary required.
Address: "B," P.O. Box 38.
Hongkong, 27th February, 1907.

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FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (in Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.
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THE LATEST METHOD OF THE AMERICAN SYSTEM OF DENTISTRY.
37, DES VUEX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905.

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SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
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FURNITURE STORE,
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WARE, &c., &c., and FOOCHOW
LAQUERED WARE.
10, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1905.

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COAL DEPARTMENT
MARUNO-UCHI, TOKYO.

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with name of place under.
BRANCH OFFICES:
NAGASAKI, MOJI, KOBE, KARATSU
SHANGHAI, HONGKONG, &
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SOLE PROPRIETORS of Takashima, Ochi, Shinmei, Namazutsu and Kami-Yanagi Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Fujian Coal.

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T. MATSUKI, Manager, Hongkong.
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NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, HARBURG & CO.
Sole Agents.

THE FIFTY YEARS
ANGLO-CHINESE CALENDAR
日曆英中 年十五
FROM 1ST JANUARY 1904 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 7TH CYCLE TO THE 50TH YEAR OF THE 7TH CYCLE, THAT IS THE 3RD YEAR OF TUNG CHI TO THE 3TH YEAR OF KWANG SUI.

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GEMINE NATURAL MINERAL WATER
SPRINGS OF THE FRENCH GOVERNMENT
HOPITAL Diseases of the Stomach
GRANDE-GRILLE, Liver complaints
CELESTINS, Gout, Gravel, Diabetes
VICHY-ETAT LOZENGES
with the natural salts extracted from the Waters
COMPRIMES VICHY-ETAT
Allowing any one to prepare aerated alkaline water at home.
BEWARE OF FORGERY

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RECOMMENDED BY EMINENT DERMATOLOGISTS AND ADOPTED IN THE PARIS HOSPITALS IN THE TREATMENT OF Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.
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This successful and highly popular remedy, used in the Continental Hospitals by H. ROUSSEAU, Robert, Velpereau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a short, intense, and highly popular remedy, used in the Continental Hospitals by H. ROUSSEAU, Robert, Velpereau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

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ANGLO-GERMAN BREWERY CO., LTD.

At the third annual general meeting of the Company held at Shanghai on Feb. 26th, Mr. A. McLeod (Chairman) said:—The report and accounts for the past year have been in your hands for some days and you will no doubt agree to take them as read. Before asking you to pass them I shall be pleased to make a few remarks in reference to the working of the Company during the twelve months ending December 31, 1906. It will, I hope, be considered satisfactory that the sales of our beer show a considerable increase on those of the previous year and that there have been no complaints about its quality, even in the hottest summer months, when beer is so apt to deteriorate. This is evidence that the new brewing master has fully justified the confidence that the Directors and managers placed in him when engaging his services. Encouraged by the success which the brew of T'ingto dark beer, under the name of Book Beer, met with when placed on the market in 1906, the Company continued this special brew, which has been so eagerly purchased by consumers that it has been at times difficult to keep up with the demand. The excellence of the Company's beer has been officially recognized at the Munich Brewery Exhibition held last year, where the Company received the highest prize awarded, namely the gold medal and diploma. The popularity of the German Brewery's various descriptions of beer is now assured in all markets in China and Siberia. The new cellars have been completed and the top-down has been a very extensive of the refrigerating plant will be ready for use at the beginning of the summer. One half of the cellars have been stocked with additional water, so that the Company is now in a position to cope with a much larger demand than was formerly the case. As stated in last year's report, the Victoria Brewery, owing to the high cost of cold storage, coupled with the fact that the plant was a very primitive one, has been far from a success and has had to be liquidated. The account has now been closed, resulting unfortunately in a final loss of \$12,201.49. The Directors were only able to dispose of the machinery and plant that would not be utilized at the Germania Brewery, T'ingto, for a nominal sum, and as payment of a heavy allowance had to be made to the Shanghai Ice Company for cancelling the lease of their cold storage accommodation, the loss upon this unfortunate venture has been very considerable. The Directors have, however, thought it desirable to meet the loss at once and you will notice from the Report that it is recommended that the entire amount should be written off out of this year's earnings. It is much to be regretted that the shareholders and the public have not responded more liberally to the endeavour of the Directors to place the additional one thousand shares authorized to be issued at the last annual meeting. They do not, however, distribute this result to any want of confidence in the undertaking, but rather to the position of the share market generally during the last year, when owing to the abnormally high rates of exchange ruling, investors have preferred to place money in gold rather than in silver securities. You will observe from the accounts now presented that, including \$108.95 brought forward from 1905 account, the Profit and Loss Account shows a credit balance of \$50,434.1, or just about twelve per cent on the capital of the Company, and had it not been for the loss upon the liquidation of the Victoria Brewery, to which allusion has already been made, an increased dividend would have been available. The Directors recommend that the available balance of \$50,434.1 should be appropriate as follows:—Write off machinery and stocks, \$7,000 total loss on Victoria Brewery to be written off, \$12,201.49; to pay a dividend of 7 per cent to shareholders, \$3,915.25; and to carry forward to 1907 account \$800.97.

LAU KUNG MOW COTTON SPINNING CO., LTD.
ANNUAL MEETING.

The thirteenth ordinary meeting of this company was held at Shanghai on Feb. 26th, Mr. E. C. Pearce (Chairman) said:—The business which we have before us this afternoon is the passing of the report and accounts for the year terminating December 31, 1906. The report and accounts have been in your hands for some days and with your permission we will accept them as read. In moving their adoption I am pleased to say that the result has borne out the prognostications set forth by my predecessor in the chair, although perhaps not quite as satisfactory as for the year 1905, they fully enable your Board to recommend a dividend of Tls. 8.00 per share, to write off for depreciation Tls. 1,384.48, and to carry forward to next year's account Tls. 31,469.74. With regard to the annual appropriation to depreciation, your Board have followed the policy of former years and it must be considered very satisfactory that out of our total earnings we have been enabled fully to depreciate from the commencement of operations in 1898, in accordance with the recognized home standard, viz., 24 per cent per annum on machinery and 5 per cent on our Chinese house. Reservoir land and improvements, including the proposed amount to be written off for 1906, will have been written down from Tls. 3,889.80 to Tls. 9,500, while furniture account has been depreciated to below half its original cost. This policy of depreciation must commend itself to all shareholders as placing the business on a sound basis. Turning to the accounts our debit for interest is about the same; it is credited with rents from our Chinese house which have brought in about Tls. 1,000 more than last year. Repairs and renewals cost Tls. 5,556.90. Your plant is in excellent working order, every machine during the year having been thoroughly overhauled. Spinning account is not so satisfactory as last year, but is accounted for by the heavy fall in the price of yarn which occurred during the latter portion of the year, while the price of cotton showed but little variation throughout the period covered by the report. The dividend with our bankers has been reduced from Tls. 238,000 to Tls. 165,000. It is difficult to forecast what the result of this year's working will be, but the outlook for the immediate future is certainly not so bright as this time last year. We are carrying forward rather larger stock of yarn than is usual, but clearance during the last quarter has been far from satisfactory, the trade generally having suffered in this respect, which is borne out by the fact that our Chamber of Commerce at the end of the year reported a stock of local spun yarn of about 68,000 bales which, roughly speaking, represents no less an amount than about five

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LAU KUNG MOW COTTON SPINNING CO., LTD.
ANNUAL MEETING.

The thirteenth ordinary meeting of this company was held at Shanghai on Feb. 26th, Mr. E. C. Pearce (Chairman) said:—The business which we have before us this afternoon is the passing of the report and accounts for the year terminating December 31, 1906. The report and accounts have been in your hands for some days and with your permission we will accept them as read. In moving their adoption I am pleased to say that the result has borne out the prognostications set forth by my predecessor in the chair, although perhaps not quite as satisfactory as for the year 1905, they fully enable your Board to recommend a dividend of Tls. 8.00 per share, to write off for depreciation Tls. 1,384.48, and to carry forward to next year's account Tls. 31,469.74. With regard to the annual appropriation to depreciation, your Board have followed the policy of former years and it must be considered very satisfactory that out of our total earnings we have been enabled fully to depreciate from the commencement of operations in 1898, in accordance with the recognized home standard, viz., 24 per cent per annum on machinery and 5 per cent on our Chinese house. Reservoir land and improvements, including the proposed amount to be written off for 1906, will have been written down from Tls. 3,889.80 to Tls. 9,500, while furniture account has been depreciated to below half its original cost. This policy of depreciation must commend itself to all shareholders as placing the business on a sound basis. Turning to the accounts our debit for interest is about the same; it is credited with rents from our Chinese house which have brought in about Tls. 1,000 more than last year. Repairs and renewals cost Tls. 5,556.90. Your plant is in excellent working order, every machine during the year having been thoroughly overhauled. Spinning account is not so satisfactory as last year, but is accounted for by the heavy fall in the price of yarn which occurred during the latter portion of the year, while the price of cotton showed but little variation throughout the period covered by the report. The dividend with our bankers has been reduced from Tls. 238,000 to Tls. 165,000. It is difficult to forecast what the result of this year's working will be, but the outlook for the immediate future is certainly not so bright as this time last year. We are carrying forward rather larger stock of yarn than is usual, but clearance during the last quarter has been far from satisfactory, the trade generally having suffered in this respect, which is borne out by the fact that our Chamber of Commerce at the end of the year reported a stock of local spun yarn of about 68,000 bales which, roughly speaking, represents no less an amount than about five

LAU KUNG MOW COTTON SPINNING CO., LTD.
ANNUAL MEETING.

and a-half million taels in value. Before moving the resolution to pass the report and accounts I shall be glad to answer to the best of my ability any questions that any shareholders may care to ask.

There being no questions the following resolutions were put to the meeting and carried unanimously:—

Proposed by the Chairman, seconded by Mr. Nicholas, that a dividend of Tls. 8 per share be declared for the year ending December 31, 1906.

Proposed by Mr. Clark, seconded by Mr. Mr. Murphy, that Messrs. Young, and Chang Liang-yu be reappointed directors of the company.

Proposed by Mr. Mosser, seconded by Mr. Rosenfeld, that Mr. G. R. Wingrove be re-elected the company's auditor for the current year.

Proposed by the Chairman (who explained that it was a necessary formality), seconded by Mr. Young, that the next general meeting be held during either the month of February or March 1907.

Proposed by the Chairman, before adjourning the meeting, to inform you that the Board, in view of the steady advance in the market value of your shares, decided early in the year to offer to shareholders the balance of our unissued capital, viz., 342 shares at par in proportion of one share in every five as held by shareholders on March 31, 1906, being allowed to shareholders resident in Europe or America. The Board have every hope that this extra capital viz., Tls. 84,200 will be taken up, which will place the company on a thoroughly sound working basis and enable us, I hope, considerably to reduce our usual charge for interest. With these few remarks, gentlemen, I have to thank you for your attendance here this afternoon and in closing have to inform you that dividend warrants will be posted at once.

The meeting terminated with a vote of thanks to the Chairman, proposed by Mr. Clark.

PEARLING IN WEST AUSTRALIA.

The town of Broome is the headquarters of the West Australian pearling grounds, which have been worked since 1885. The pearlshell output reached £17,000 in value in 1905, and the pearls produced that year are valued at £140,000. At present, says the Perth Western Mail, the industry is solid but not booming. The cost of raising the pearlshell is nearly what the pearls get for it. Shell has been as high as £34 and even £700 per ton, but now it is down to £22. At that price some of the larger vessels are not able to show a profit on the year's transaction. It costs a lot to work a diver. The wages paid to the Asiatics are not high, though. The diver gets £2 a month and a "lay" or bonus of £2 to £25 a ton on all shell obtained. It is hard work and dangerous. The majority of the divers are Japanese, Malay, or Chinese. They are less liable to the paralysis that often attacks whites who engage in the pursuit. The Indonesians are not sufficient to make Europeans tackle the diving. If a diver gets a ton a month he does well.

The tender is next in importance to the diver, and has charge of the larger when the diver gets below. He receives from £1 to £5 per month. The other man, who pumps air to the diver or attend to the chain and shell bags, etc., receives, say, thirty shillings a month. They are nearly all Asiatics, and usually come across from Singapore. They "sign on" for three years and their employer is bound to deport them at the end of that time or forfeit £100, of course, they can sign on with another employer at the end of that time, their master always being responsible for the same amount. The industry cannot increase to any extent. More luggers would decrease the earning capacity of those already engaged. In 1904 the yield per boat dropped from four tons to three tons on account of more luggers engaging in pearling. The element of uncertainty makes the pursuit almost a gamble. If it were not for the pearls, the industry would be nowhere. But every boat yields, say, an average of £150 worth of pearls every year. Almost every year a few boats, worth anything up to £5,000, are won from the ocean. And like the prospector, the pearler hopes to "strike a patch" for "the sea hath its pearls."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

Moved on the 5th at 11.45 a.m.—The depression has moved into the Pacific to the E. of Japan. The anticyclone, which is of considerable intensity is lying over Central China, and pressure has increased quickly along the coast, except in Shanghai.

Gradients are steep over the China Sea, and N. and N.E. gales may be expected over that area.

Very strong monsoon will prevail in the Formosa Channel.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood: N. to N.E. (fine).
Formosa Channel: N.E. (strong).
South coast of China between 10° and 15° N. to N.E. (strong).
Hongkong and Looe: N. to N.E. (strong).
South coast of China between 15° and 20° N. to N.E. (strong).

Calvert's Carbolic Toilet Soap

Ensures a Clear, Soft Skin.

It is pure throughout, fragrant, perfumed, emollient, and antiseptic, (100% crystal carbolic). It quickly removes dirt and dirt, takes away the unpleasant effects of perspiration, and leaves instead a delicious feeling of thorough purification.

Sold by Local Chemists and Storekeepers.
Made by W. C. Calvert & Co., Manchester, Eng.

Calvert's Carbolic Toilet Soap

Calvert's Carbolic Toilet Soap

Calvert's Carbolic Toilet Soap

BANKS

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China and the Philippine Islands and the Republic of Panama.

CAPITAL AND SURPLUS
AUTHORISED Gold \$10,000

SHIPPING.

ARRIVALS.

DAUNT, Norwegian str., from Canton.
 Duff, Norwegian str., from San Francisco, 5th March—Bangkok 25th Feb., General.
 Horning, British str., from San Francisco, 4th March—Jamaica, 22nd February, Sugar—Jardine, Matheson & Co.
 Kure, American str., from San Francisco, 5th March—San Francisco 5th Feb., General.
 P. M. & Co.
 Low, German str., from San Francisco, 5th March—Swatow 4th March, General.
 Order.
 Long, British str., from San Francisco, 4th March—Manila 1st March, General.
 Jardine, Matheson & Co.
 Ruri, British str., from San Francisco, 4th March—Manila 2nd March, General.
 Siewan, Thomas & Co.
 Tiro, British str., from Canton.

CLEARANCES.

At the Harbour Master's Office.
 March 5th.
 Dohok, British str., for San Francisco.
 Hain, Norwegian str., for Bangkok.
 Sado, Japanese str., for Singapore.
 Tiansing, British str., for Saigon.

DEPARTURES.

March 5th.
 Australia, French str., for Europe.
 Ernest Simons, French str., for Shanghai.
 Glenelg, British str., for Amoy.
 Hamburg, German str., for Shanghai.
 Hain, Norwegian str., for Bangkok.
 Kanari, Japanese str., for Canton.
 Shinano, Japanese str., for Shanghai.
 Tiansing, British str., for Saigon.
 Yochow, British str., for Shanghai.
 Yonkama, Japanese str., for Saigon.

VESSELS IN DOCK.

March 5th.
 ABEHEKEN DOCKS.—
 Kowloon Dock—Kowloon, France, 2 Y.
 de Aldean, Kowloon, Emerance, Saphir,
 Prince Sigismund, Wengki, Tiltatop, Rabi,
 Polux, Kowloon.
 COSMOPOLITAN DOCKS.—Peng Fei.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
 STEAM NAVIGATION COMPANY.
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI."
 Captain J. D. Andrews, carrying H. Majesty's Mails, will be despatched from this port on SATURDAY, the 9th March, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MAHARAJA," 10,500 tons, from Colombo. Passengers' accommodation in this vessel is second before departure from Hongkong.
 Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "CALLEDONIA," due in London on 24th April, 1907.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWITT,
 Superintendent.
 Hongkong, 25th February, 1907.

THE Steamship

"LIGHTNING."
 Captain A. E. Gentles, will be despatched for the above Port on SATURDAY, the 9th inst., at 3 p.m.
 For Freight, apply to
 DAVID SASSON & Co., Ltd.,
 Agents.
 Hongkong, 27th March, 1907.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).
 STEAM FOR ROMBA VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESUTRA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN PORTS up to CALAIO. (Taking Cargo at through rates to PERMAN GULF and BAHIA, also BAHIA, VALPARAISO, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."
 Captain Dodero, will be despatched as above on TUESDAY, the 12th inst., at Noon.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 4th March, 1907.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.
 STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSAILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"TONKIN."
 Captain Charbonnel, will be despatched to MARSAILLES, on TUESDAY, the 19th March, at 1 p.m.
 Passage tickets and through Bills of Lading issued for above ports and for Australia with present transhipment at Colombo.
 Cargo also looked for principal places in Europe.
 Next sailings will be as follows:
 S.S. "ERNEST SIMONS" ... 2nd April.
 S.S. "POLYNESIE" ... 18th April.
 S.S. "VILDE LA COTAT" ... 30th April.
 S.S. "SALAZIE" ... 14th May.
 G. DE CHAMPAUX,
 Agent.
 Hongkong, 6th March, 1907.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAMES | FLAG & REG. | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|--|------------------|-------------|-------|-----------------|---------------------------|--------------------------|
| LONDON &c. via USUAL PORTS OF CALL. | DELHI | Brit. str. | — | J. D. Andrews | P. & O. S. N. Co. | On 9th inst., at Noon. |
| MARSAILLES, &c. via PORTS OF CALL. | TONKIN | Frans. str. | — | Charbonnel | MESSAGERIES MARITIMES | On 19th inst., at 1 p.m. |
| MARSAILLES, HAVRE, COPENHAGEN, &c. | TRANQUEBAR | Dan. str. | — | — | MELCHERS & Co. | On 12th inst. |
| MARSAILLES, LONDON & ANTWERP | SLAVONIA | Ger. str. | k.w. | Wunderberg | P. & O. S. N. Co. | On 22nd inst. |
| BREMEN, via PORTS OF CALL. | MANILA | Brit. str. | — | F. E. Andrews | MELCHERS & Co. | About 27th inst. |
| HAVRE, BREMEN & HAMBURG via STRAITS, &c. | BRASILIA | Ger. str. | k.w. | Ch. Polack | MELCHERS & Co. | On 13th inst., at Noon. |
| HAVRE & HAMBURG via STRAITS, &c. | BRASILIA | Ger. str. | k.w. | Russ | HAMBURG-AMERIKA LINIE | On 24th inst. |
| NAPLES, PLYMOUTH, HAVRE & HAMBURG | SCANDIA | Ger. str. | k.w. | Schulze | HAMBURG-AMERIKA LINIE | On 19th April. |
| NAPLES, PLYMOUTH, HAVRE & HAMBURG | HAMBURG | Ger. str. | k.w. | v. Dohren | HAMBURG-AMERIKA LINIE | On 16th inst. |
| NAPLES, PLYMOUTH, HAVRE & HAMBURG | RHENANIA | Ger. str. | k.w. | Filler | HAMBURG-AMERIKA LINIE | On 5th April. |
| NEW YORK | MUNCASTER CASTLE | Brit. str. | — | v. Hoff | HAMBURG-AMERIKA LINIE | On 3rd May. |
| NEW YORK via PORTS & SUZ CANAL. | ALBERGA | Am. str. | — | — | SWAN, TOMES & Co. | About 12th inst. |
| VANCOUVER via SHANGHAI JAPAN, &c. | EMPEROR OF JAPAN | Brit. str. | 2 m. | — | CANADIAN PACIFIC R. Co. | On 14th inst., at 4 p.m. |
| VANCOUVER via SHANGHAI JAPAN, &c. | TAIYAR | Brit. str. | 1 m. | — | CANADIAN PACIFIC R. Co. | On 27th inst., at Noon. |
| CALLAO, IQUIQUE, via JAPAN PORTS, &c. | LYRA | Am. str. | — | H. C. Armstrong | DODWELL & Co., Ltd. | On 13th April. |
| SALINA CRUZ, MEXICO, via MOJI, JAPAN | GLENFARG | Brit. str. | — | Hollman | TOYO KISEN KAISHA | On 26th inst., at Noon. |
| SALINA CRUZ, MEXICO, via MOJI, JAPAN | MARIE | Brit. str. | — | — | CHINA COMMERCIAL S.S. Co. | On 25th inst. |
| AUSTRALIAN PORTS via MANILA | WOOLWICH | Brit. str. | — | A. Stoker | ENG HOK FONG & Co. | On 28th inst., at 4 p.m. |
| AUSTRALIAN PORTS via MANILA | THIRAN | Brit. str. | 1 m. | C. Lindbergh | MELCHERS & Co. | About 9th inst. |
| YOKOHAMA & KOBE | PRINCE SIGISMUND | Ger. str. | — | G. W. Babok | P. & O. S. N. Co. | On 28th inst., at Noon. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | G. Wendig | MELCHERS & Co. | About 9th inst. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | T. Moore | BUTTERFIELD & SWIRE | On 18th inst. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | Fander | JAVA-CHINA JAPAN LINE | Quick despatch. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | H. A. Hards | MELCHERS & Co. | About 2nd May. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | H. A. Hards | MELCHERS & Co. | To-morrow, at Daylight. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | H. A. Hards | MELCHERS & Co. | On 10th inst. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | H. A. Hards | MELCHERS & Co. | To-morrow, at Daylight. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | H. A. Hards | MELCHERS & Co. | About 7th inst. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | H. A. Hards | MELCHERS & Co. | On 8th inst. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | H. A. Hards | MELCHERS & Co. | About 5th inst. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | H. A. Hards | MELCHERS & Co. | On 14th inst., at 4 p.m. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | H. A. Hards | MELCHERS & Co. | On 16th inst. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | H. A. Hards | MELCHERS & Co. | On 10th inst., Daylight. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | H. A. Hards | MELCHERS & Co. | On 8th inst., at 10 a.m. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | H. A. Hards | MELCHERS & Co. | On 9th inst., at 4 p.m. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | H. A. Hards | MELCHERS & Co. | On 8th inst., at 4 p.m. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | H. A. Hards | MELCHERS & Co. | On 9th inst., at Noon. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | H. A. Hards | MELCHERS & Co. | On 16th inst., at Noon. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | H. A. Hards | MELCHERS & Co. | On 19th inst., at 4 p.m. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | H. A. Hards | MELCHERS & Co. | On 8th inst., at 4 p.m. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | H. A. Hards | MELCHERS & Co. | To-day, at 3 p.m. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | H. A. Hards | MELCHERS & Co. | On 9th inst., at 3 p.m. |
| YOKOHAMA & KOBE | CHANDANA | Ger. str. | — | H. A. Hards | MELCHERS & Co. | On 12th inst., at Noon. |

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
 * SINGAPORE & SOURABAYA "FOOKSANG" ... Wed., 6th Mar., 3 p.m.
 * TIENTSIN via SWATOW & CHEFOO "CHIPSANG" ... Thursday, 7th Mar., daylight.
 * SHANGHAI via SWATOW "CHOUSANG" ... Thursday, 7th Mar., daylight.
 * SANDAKAN "MAUSANG" ... Friday, 8th Mar., 4 p.m.
 * MANILA "YUENSANG" ... Friday, 8th Mar., 4 p.m.
 * These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 * Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co.,
 GENERAL MANAGERS.
 Hongkong, 6th March, 1907.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|-----------|--------|---------------------|
| RUH | 2540 | R. Almond | Manila | On 9th Mar., Noon. |
| ZAFIRO | 2540 | R. Rodger | Manila | On 16th Mar., Noon. |

For Freight or Passage apply to
 SHEWAN, TOMES & Co.,
 GENERAL MANAGERS.
 Hongkong, 4th March, 1907.

HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. "ALBENGA" ... On or about 12th April.
 S.S. "ATHOLL" ... About end of April.
 For freight and further information apply to
 SHEWAN TOMES & Co.,
 GENERAL AGENTS.
 Hongkong, 4th March, 1907.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
 RUSSIAN EAST ASIATIC CO., LTD.,
 ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATE OF SAILING |
|--|------------------|-----------------|
| SHANGHAI, YOKOHAMA & KOBE | "SIBIRIEN" ... | About 7th Mar. |
| MARSAILLES, HAVRE, COPENHAGEN and St. PETERSBURG | "TRANQUEBAR" ... | On 12th Mar. |
| CHINGWANGTAO, YOKOHAMA and KOBE | "DOROTHY" ... | About 2nd May |

For Further Particulars, apply to
 MELCHERS & Co.,
 AGENTS.
 Hongkong, 4th March, 1907.

HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

BY the new steamers, "LUBENIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply and fitted with fans. Laundry on Board. Doctor and Stewardsess carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.
 In addition to these boats, the steamers "SCANDIA" and "SILERSIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.
 HAMBURG ... 5th March
 RHENANIA ... 3rd April
 HOHENSTAUFEN ... 2nd May
 SILERSIA ... 2nd June
 SCANDIA ... 2nd July

HOMeward.

FOR THE STRAITS, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.
 * SCANDIA ... 16th March
 * SLAVONIA ... 16th March
 * HAMBURG ... 16th March
 * RHENANIA ... 3rd April
 * HOHENSTAUFEN ... 29th May
 * Calls at LISBON.
 * Calls at MARSAILLES.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.
 LIBERIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 8th March
 BELGRAVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 16th March
 BRISGAVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 30th March
 RHENANIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 3rd April
 NEXT SAILINGS HOMeward.
 VIA STRAITS, COLOMBO AND ADEN.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, DUBLIN, GENEVA, PORT in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC" PERMAN SERVICE to Arabian and Persian Gulf Ports.

COAST SERVICE.

TUNGUS ... FOR TIENTSIN, NAGASAKI & VLADIVOSTOK 10th March 1907

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.
 PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA, B.C., AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

| Steamers | Tons | Captain | Sailing Date |
|----------|-------|-----------------|---------------|
| LYRA | 4,417 | H. C. Armstrong | On 13th April |
| SHAWMUT | 9,696 | E. V. Roberts | On 23rd April |

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
 DODWELL & Co., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS,
 Hongkong, 4th March, 1907.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).
 PROPOSED SAILINGS FROM HONGKONG.
 FOR NEW YORK.
 "MUNCASTER CASTLE" ... About 13th Mar.
 "LOWTHER CASTLE" ... 21st Mar.
 For Freight and further information, apply to
 DODWELL & Co., Ltd.,
 Agents.
 Hongkong, 29th January, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS. will be sent to Valparaiso if sufficient inducement. Steamers Tons To Sail.
 "GLENFARG" ... 4,000 March 26th, Noon.
 "KASATO MARU" ... 6,100 April 25th, Noon.
 Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.
 The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A fully qualified Surgeon is carried on each boat.
 K. MATSUDA, Manager,
 Yok Building.
 Hongkong, 5th February, 1907.

ENG HOK FONG S.S. CO.

THE Steamship

"WOOLWICH."
 Captain A. Stoker, will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, on the 28th March, 1907.
 For Freight or Passage, apply to
 ENG HOK FONG & Co.,
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 Hongkong, 1st March, 1907.

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c.

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 DOCK NO. 3.

Extreme Length ... 722 feet.
 Length on Blocks ... 714
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 Water on Blocks at Spring Tide ... 54
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 Length on Blocks ... 364
 Width of Entrance on Top ... 66
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CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.).

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE. The description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

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PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS. |
|-------------------------------|----------|------------------|----------------------|
| SHANGHAI | MALTA | About 8th March | Freight and Passage. |
| LONDON, &c., via usual ports | DELHI | Noon, 9th March | See Special of Call. |
| MOJI, KOBE & YOKOHAMA | CEYLON | About 9th March | Freight and Passage. |
| MARSEILLES, LONDON and MANILA | ANTWERP | About 27th March | Freight and Passage. |

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 28th February, 1907.

CHINA NAVIGATION CO.
LIMITED.

| FOR | STEAMERS | TO SAIL |
|---|----------|------------------------|
| SWATOW & SHANGHAI | NINGPO | On 6th Mar., 4 P.M. |
| TSINGTAO and CHEFOO | KWEILIN | On 7th Mar., daylight. |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | TSINAN | On 8th Mar., 4 P.M. |

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

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For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th March, 1907.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| FOR | THE CO.'S S.S. | LEAVING |
|---------------------------|----------------|---------------------------------|
| TAMUI VIA SWATOW AND AMOY | "JOSHIN MARU" | SUNDAY, 10th Mar., at DAYLIGHT. |

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

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T. ABIMA, Manager.

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THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPRESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA TO VANCOUVER.

18 DAYS HONGKONG TO VANCOUVER.

| PROPOSED SAILINGS. | Leave Hongkong | Arrive Vancouver |
|---------------------------|----------------|------------------|
| R.M.S. "EMPRESS OF JAPAN" | 6,000 tons | 1st April |
| "TARTAR" | 4,425 tons | 20th April |
| "EMPRESS OF CHINA" | 6,000 tons | 29th April |
| "ATHENIAN" | 3,882 tons | 1st May |
| "EMPRESS OF INDIA" | 6,000 tons | 27th May |
| "MONTEAGLE" | 6,163 tons | 15th June |

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN, N.B. with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 24 days from YOKOHAMA and 29 days from HONGKONG.

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Intermediate Steamer at 12 Noon.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

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Corner Fodder Street and Praya opposite Blake Pier."HONGKONG DAILY PRESS"
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|---|---------|
| DIRECTORY AND CHRONICLE OF THE FAR EAST | \$10.00 |
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STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS | SAILING DATES |
|-----------------------|----------------------|
| PRINZESS ALICE | WEDNESDAY 13th March |
| PRINZ LUDWIG | WEDNESDAY 27th March |
| * SACHSEN | WEDNESDAY 27th March |
| ZIETEN | WEDNESDAY 10th April |
| PRINZ REGENT LUITPOLD | WEDNESDAY 24th April |
| PRINZ EITEL FRIEDRICH | WEDNESDAY 8th May |
| DAYERN | WEDNESDAY 22nd May |
| PRINZ HEINRICH | WEDNESDAY 5th June |
| SCHAEHURST | WEDNESDAY 19th June |
| ROON | WEDNESDAY 3rd July |

* 1 Class accommodation being engaged by H.M. The King of Siam, 11 Class Passengers only, will be accepted.

ON WEDNESDAY, the 13th day of MARCH, 1907, at Noon, the Steamship "PRINZESS ALICE," Captain Ch. Polack, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 11th Mar. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 12th Mar., and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 12th Mar.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamship has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

| | 1st Class | 2nd Class | 3rd Class |
|--|-----------|-----------|-----------|
| TO NAPLES, GENOA AND GIBRALTAR | 261 0 0 | 242 0 0 | 222 0 0 |
| TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG | 91 0 0 | 63 0 0 | 33 0 0 |
| TO NEW YORK VIA SUEZ | 65 0 0 | 44 0 0 | 24 0 0 |
| VIA NAPLES, GENOA OR GIBRALTAR | 97 0 0 | 66 0 0 | 34 0 0 |
| TO NEW YORK VIA SUEZ | 64 0 0 | 44 0 0 | 24 0 0 |
| VIA NAPLES, GENOA OR GIBRALTAR | 115 0 0 | 79 0 0 | 47 0 0 |
| VIA BREMEN OR SOUTHAMPTON | 68 0 0 | 46 0 0 | 27 0 0 |
| TO NEW YORK VIA SUEZ | 123 0 0 | 83 0 0 | 49 0 0 |

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland the above rates will be applied as via NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

Insurance of cargo by Messrs. Messageries Maritimes, or by Messrs. Messageries Maritimes.

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE.
VIA NEW GUINEA.

FOR MANILA, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, SIMPSONHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS | SAILING DATES |
|-----------------|----------------------|
| PRINZ SIGISMUND | THURSDAY, 28th Mar. |
| MANILA | SATURDAY, 20th April |
| PRINZ WALDEMAR | THURSDAY, 23rd May |

ON THURSDAY, the 28th March, at Noon, the Steamship "PRINZ SIGISMUND," Captain Lens, with Males, Passengers and Cargo, will leave this Port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

| | 1st Class | 2nd Class | 3rd Class |
|--------------------------------|-----------|-----------|-----------|
| TO MANILA | \$50.00 | \$30.00 | \$20.00 |
| TO NEW GUINEA | \$22.00 | \$18.10 | \$14.00 |
| TO BRISBANE | \$20.00 | \$20.00 | \$14.00 |
| TO SYDNEY | \$23.00 | \$23.00 | \$15.00 |
| TO MELBOURNE | \$34.10 | \$24.10 | \$16.00 |
| TO YOKOHAMA | \$34.10 | \$24.10 | \$16.00 |
| TO KOBE | \$35.00 | \$25.00 | \$16.00 |
| TO YOKOHAMA and back from KOBE | \$34.00 | \$24.00 | \$16.00 |
| TO HONGKONG | \$140.00 | \$100.00 | \$60.00 |

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 237. 0. 0.

TO EUROPE VIA AUSTRALIA AND AMERICA 96. 0. 0.

From Australia to New York via Vancouver by the J.P.R. Co.'s steamers, or via San Francisco by the O. & O.S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

YOKOHAMA and KOBE "SANDAKAN" ... Thursday, 12th Mar.

SHANGHAI, NAGASAKI, "ZIETEN" ... Wednesday, 13th Mar.

KOBE & YOKOHAMA "PRINZ REGENT LUITPOLD" ... Wednesday, 27th Mar.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & O.S.S. Co., T. P. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:

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To London via Plymouth or Southampton ... 262. 0. 0.

To Bremen ... 63. 10. 0.

To Paris via Cherbourg ... 65. 0. 0.

To Naples, Genoa via Gibraltair ... 65. 0. 0.

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD.

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NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line of LADIES for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to
DOUGALL & CO., LIMITED.
General Agents for China and Japan
Hongkong, 4th August, 1898.

PASSENGER SEASON
1907.PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.E.

WILL BE DESPATCHED AT NOON.

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

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TO LONDON—£65 FIRST AND £44 SECOND SALOON.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

11839

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

| STEAMERS | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-----------|-------|------------------------|----------------|----------------------|
| TJIPANAS | JAVA | First half of March | JAPAN | First half of March |
| TJIBODAS | JAPAN | First half of March | JAVA PORTS | First half of March |
| TJILIWONG | JAVA | Second half of March | JAPAN | Second half of March |
| TJIMAH | JAPAN | First half of April | JAVA PORTS | First half of April |
| TJILATJAP | JAPAN | First half of February | JAVA PORTS | Second half of April |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.

Hongkong, 18th February, 1907.

Telephone No. 375.

19

BOVRIL

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A little Bovril added to soups and made dishes renders them more appetising and nutritious.

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

| | |
|---|--|
| Alcorcy, despatch boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. E. La T. Leatham, Hongkong | Kinsha, river gunboat, 331 tons, Lieut.-Comdr. P. Crabtree, Shanghai |
| Astraea, 2nd class cruiser, 4,380 tons, 10 guns, 7,000 h.p., Captain C. L. Vaughan-Lee, Manila | Monmouth, cruiser, 9,300 tons, Capt. J. A. Tuke, Manila |
| Bramble, gunboat, 710 tons, 900 h.p., Lieut. E. C. W. Davidson, Shanghai | Moorhen, river gunboat, 130 tons, 2 guns, Lieut.-Comdr. Vaughan, West River |
| Brilliant, gunboat, 710 tons, 800 h.p., Lieut. W. L. Bamber, Yangtze | Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. H. S. Roy, L.N., Shanghai |
| Cadmus, British sloop, 1,070 tons, Comdr. B. L. Majendie, Shanghai | Other, torpedo-boat destroyer, 450 tons, 6 guns, 6300 h.p., Lt.-Comdr. Kiddle, en route Hongkong |
| Clio, British sloop, 1,070 tons, Comdr. C. D. S. Raikes, Hongkong | Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Walcott, West River |
| Diadem, 1st class cruiser, 11,000 tons, 16 guns, 16,500 h.p., Capt. Emperville, Hongkong | Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. H. T. Atlay, West River |
| Fame, torpedo-boat destroyer, 380 tons, 6 guns, 5,700 h.p., Lieut.-Comdr. Gresson, Hongkong | Salpe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. T. J. S. Lyne, Yangtze |
| Flora, 2nd class cruiser, 4,380 tons, 10 guns, 7,000 h.p., Capt. Grant Dalton, Weihaiwei | Taku, torpedo boat destroyer, Hongkong |
| Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Cox, Hongkong | Tamar, receiving ship, 4,600 tons, 6 guns, Commodore H. P. Williams, at Hongkong |
| Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. P. Henniker, Hongkong | Teal, river gunboat, 130 tons, 2 guns, Lieut.-Comdr. Secretan, on Yangtze |
| Jann, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt.-Comdr. Darwall, en route Hongkong | Thistle, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. West, Yangtze |
| Kent, cruiser, armoured, 9,800 tons, 14 guns, 22,000 h.p., Captain S. V. Yde Horsey, Manila | Virago, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lieut.-Comdr. Stevenson, Hongkong |
| King Alfred, British cruiser, 14,000 tons, Capt. Cecil F. Thursby, Manila | Walrus, surveying ship, 620 tons, 450 h.p., Comdr. A. W. Glenzie, Long Harbour |
| | Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,500 h.p., Lieut.-Comdr. C. E. L. Thomas, Hongkong |
| | Whitcomb, gunboat, 195 tons, 2 guns, 300 h.p., Lt.-Comdr. G. B. Spicer-Simson, Yangtze |
| | Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. J. Todd, Yangtze |
| | Woodlark, gunboat, 15 tons, 2 guns, 550 h.p., Lieut.-Comdr. J. F. Knox, Yangtze |

